



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

Sec. 562, P. L. & R.
U. S. POSTAGE
PAID
Raleigh, N. C.
Permit No. 205

Vol. 4—No. 1

RALEIGH, N. C.

Friday, January 16, 1948

Graham Reviews N. C. Road Progress In 1947

NEW COMMISSIONER



D. Reeves Noland

Noland Assumes Post Vacated By Goode On Highway Commission

Raleigh—D. Reeves Noland of Waynesville, farmer, businessman and member of the State Board of Agriculture since 1931, on December 31 became the Tenth Division member of the State Highway and Public Works Commission when he took the oath of office before Supreme Court Justice W. A. Devin in Governor Cherry's office.

Appointed by Governor Cherry on December 30, Noland succeeds John A. Goode of Asheville on the highway executive body. In commenting on the resignation of Goode, which he said was submitted to him in November, Governor Cherry noted that the Asheville druggist had been named a director for the Rexall chain, and had attempted to resign last summer in order to devote more attention to his business interests.

Noland, a veteran member of the State Board of Agriculture, resigned that position to take his place on the Highway Commission. The unexpired term which he is scheduled to fill will end on May 1, 1949. The original appointment of Goode to the post was made by Governor Cherry in January 1945..

Futile Escape Attempt At Central Prison Ends In Death For Turner; Parker Caught

Raleigh—For the second time in as many years Hosea Parker, 31-year-old Negro prisoner sometimes known as the "Duplin County Houdini," on January 13 made good a climb over the wall at Central Prison here, only to be captured immediately on the other side, while his companion in the escape attempt, Elmer C. Turner, fell back inside the prison enclosure with a broken neck.

The escape, which followed a more successful previous break made by Parker on October 19, 1946, took place between 11:00 and 11:30 a.m. on January 13, when Parker and Turner shinnied up a drain pipe and under a high voltage line inside the prison wall. Reaching the top of the wall, Parker jumped off—a distance of approximately 30 feet—without injury, but Turner was not quite so lucky. Upon nearing the top of the wall, either because of feet and hands wet by the rain or because he brushed the high voltage line, Turner fell back inside the prison, dying instantly of a broken neck.

Safely outside the walls without serious physical injury, Parker was spied almost at once by Mose Marshall, Central Prison farm supervisor, who immediately gave chase and caught the man, thus ending the escape attempt almost before it had started.

For Parker, he attempted break was more or less a matter of routine, for his prison record showed previous escapes and attempted escapes. On October 19, 1946 Parker succeeded in escaping from Central Prison by placing a dummy in his bed in the cell block and climbing over the prison wall at some time around 2 a. m.

On the occasion of his 1946 escape, Parker threw a rope over the prison wall and once outside got away from Raleigh without being apprehended. After leaving Raleigh he went to Smithfield where he was arrested almost immediately on a drunkenness charge, and lodged in jail under the name of Ed-
(Continued on page three)

List Of Candidates For McCrary Award Under Consideration

Raleigh—Final consideration of 1948 candidates for the D. B. McCrary Award is now underway, following the election of three temporary members to the award committee.

At a meeting held on Monday, January 5, permanent members of the committee elected Mrs. Ethel B. Jones of the Maintenance Department, Construction Engineer W. E. Hawkins and Senior Office Engineer W. W. Hampton of the Locating Department as temporary members of the group. Permanent members are Chairman A. H. Graham, Chief Engineer W. Vance Baise, General Counsel R. Brookes Peters, Jr., Penal Director Clyde O. Robinson, Auditor Sam N. Smith and Purchasing Agent J. M. Potter.

Consideration of the list of members submitted by the December 1 deadline is now in progress, and selection of the award winner will be made in the near future. Presentation of the award to its recipient will be made at the February 4 meeting of the Commission.

Established in 1945 in honor of
(Continued on page three)

PRICE TRENDS AND SUPPLY BY R. G. KING Purchasing Department

Inflation is rising faster now than in the first half of 1947, but more slowly than in late 1946. Food prices are still aggravating inflation pressures but industrial-goods prices are now sharing in the rise.

A meat shortage is almost a certainty for next Spring; however, other foods should be in adequate supply, without much more price rise.

Clothing is being marked up sharply for Spring sale, although shoe prices probably are about as
(Continued on page three)

\$42,000,000 Spent On Improvements, New Construction

Raleigh — North Carolina's expenditures for road construction and improvement during 1947 broke all previous records, to the tune of more than \$42,000,000— of which \$27,000,000 was work let to contract and almost \$15,000,000 was work performed by State forces—Chairman A. H. Graham has revealed in reviewing highway progress achieved in the State during 1947.

Exact cost of all classes and types of highway work, as of the end of December, stands at \$42,015,693.54, according to figures compiled by Chief Highway Engineer W. Vance Baise. Included in this amount is \$9,673,895.00 spent on Federal-aid secondary road work and \$10,728,040.00 spent on Federal-aid primary highway work. For the past year, the amount of new construction work let to contract and performed by State forces totaled 1,806.30 miles. Cost of the work let to contract amount to \$27,086,509.85, while cost of the work performed by State forces amount to \$14,929,183.69.

Figured in mileage, the Highway Commission in 1947 let to contract a total of 1,351.670 miles of road work, and constructed 743.95 miles of new bituminous surfacing with its own forces. In addition to construction of new roadway, State forces completed during 1947 on existing roads a total of 7,510.54 miles of improvement work, including grading, widening and strengthening of the roadway. In addition to this amount of improvement, State road oil forces added additional surfacing to 1,452.47 miles of roadway at a cost of \$1,818,421.00. Total cost of betterment and construction work performed by State forces came to \$13,110,762.69.

Of the total amount of work let to contract, regular Federal-aid work accounted for the expenditure of \$10,728,040.00 on 206.457 miles of roadway; \$1,433,209.35 was spent on 286.266 miles of State and county retreatment work; and \$1,159,240.22 was spent on State and county betterment work.

(Continued on page three)

**NORTH CAROLINA
HIGHWAYS & PUBLIC WORKS**
Vol. 4 January 16, 1948 No. 1

**PUBLISHED BY THE
NORTH CAROLINA STATE HIGHWAY
& PUBLIC WORKS COMMISSION
STATE HIGHWAY BUILDING,
RALEIGH, N. C.**

T. C. Wagstaff, Editor

Published semi-monthly by the State Highway and Public Works Commission in the interest of its employees and other citizens who are interested in the activities falling under the jurisdiction of the Commission. Sent free upon written application.

LOOKING FORWARD

At the beginning of a new year, with the record achievements of the past twelve months behind him, Chairman Graham has confidently predicted that 1948, like 1947, will outdistance all previous years in highway construction and improvement—a prediction which he seems perfectly safe in making.

For North Carolina, now well into the postwar period, still has a tremendous backlog of imperative highway additions and improvements and is just now getting into full swing with the men, equipment and materials necessary to do the job which lies ahead. Actual results achieved have come through hard work, more than anything else, but of great importance has been the growing public recognition of road and highway needs and the consequent increase in public support of highway policies.

At the beginning of 1948 there is every likelihood that the views of individuals, both inside and outside the Highway Commission organization, vastly differ with regard to what North Carolina's most serious road needs are. Additions to the secondary system, improved maintenance of existing roadway, and reconstruction of parts of the primary system which are becoming inadequate for modern use are all objectives of prime importance.

Whatever North Carolina's road needs may be, in the program for the coming year none of them are to be neglected. For the State, and for every person employed by its Highway Commission, 1948 is to be a year of looking forward, a year in which new goals will be reached and in which old records will fall before increased achievements of the new year.

THE SAFETY PROGRAM

Safety is not new—it has been responsible for much of man's progress since the dawn of civilization.

Many things we think of as conveniences actually are safety devices. We use steps instead of ladders and put doors and windows in our houses for safety. A car would run as fast, and look as well, without brakes as it does with them—for a while. What would life or property be worth in a city without a police force? Why do men wear hats, shoes, and gloves? Why keep money in a bank rather than under the hearth-stone? For safety, of course. The most important word in our language is SAFETY.

In order to bring safety to bear in every job and upon every man in the employ of the Highway Commission, a state-wide program was initiated, one year ago today. The Safety Department was established, with the principal objective of protecting employees against injuries and reducing equipment accidents. There are committees in each division, a general safety council, and advisors in field units. The program has received the support of head executives, division engineers, and department chiefs. Through all lines of supervision, the message has been carried to every man in the ranks, working upon the vast network of roads.

The program has brought good results. Not the least is that every man has been made

BUMPER CROP



to know that the Commission is interested in his safety—that he will be required to abide by the safety rules for his own and his fellow-workers' protection. Everyone has co-operated. A noticeable decrease in number and severity of injuries over the months has been noted.

Much is still to be done, if we are to reduce accidents to the minimum. We cannot drop our guard against CARELESSNESS. Constant awareness of its presence is a good shield against it, but we need a strong two-handed weapon also, if it is to be overcome. We have it in the safety program. Let's use it!

In safety there is but one way to go, and that is forward. There is no such thing as rest. We did fairly well in 1947—we must do better in 1948. Every hour, every minute, the most important thing in your day is SAFETY.

(Editor's Note: The foregoing editorial was written by James P. Dodge, Safety Director for the State Highway and Public Works Commission.)

"I pose in the nude for an artist on Mondays, Wednesdays and Fridays."

"Do you enjoy watching him paint?"

"No, he paints on Tuesdays, Thursdays and Saturdays."

Today's Chuckles

Judge: "How many children have you, Mary Jane?"
Mary Jane: "Well, judge, so far I only has ten: four by my first husband, four by my last husband, and then I has two of my own."

* * *

"I hear your wife is of an athletic disposition."

"Your're telling me. She's unbeatable at jumping to conclusions and running up bills."

* * *

A large colored woman, one humid August day, was filling a bus with shouting children. As she was dropping nickle after nickle in the fare box, the driver asked, "Are these all your children, or is this a picnic?"

Without batting an yee, she kept on dropping nickels and said, "These are all my children, Mister, and it wasn't any picnic."

* * *

First Playwright: It's easy to write a play. First act, boy meets girl, second act they hold hands, third act they kiss . . ."

Second Playwright: "That's how I got arrested."

First Playwright: "How's that?"

Second Playwright: "I wrote a five-act play."

* * *

"Pat you'll ruin your stomach drinking that vile stuff!"

Pat: "Nivver mind, nivver mind. It won't show with me pants on."

RECORD YEAR

Noting that 1947 was a year in which numbers of monthly traffic volume records were broken, Statistics and Planning Engineer James S. Burch has reported that the record for the entire year is also higher than any ever reached in previous years.

Traffic volume reports throughout 1947, he said, were obtained through the constant use of 20 electric-eye traffic counters, located in fixed positions for more than seven years. Figures obtained from these machines, he reported, showed that the 1947 traffic volume figure exceeded that reached in 1946 by seven per cent, and the figure reached in 1940 by 20 per cent.

Heavy purchases of new cars, high consumption of gasoline, increased activity in agriculture and industry, and record tourist travel all were combined last year to break previous annual traffic records, he said.

GRAHAM REVEIEWS

(Continued from page one)

Federal-aid primary work, Chief Engineer Baise noted, was carried out almost to the fullest extent possible, since a total of \$10,866,000 in Federal funds was available for this type of work.

Commenting on the 1947 activity of the Highway Commission, Chairman Graham observed that "the

largest highway construction and improvement program ever attempted by the State was successfully carried out." Noting that "many sections of roads and highways have not been made adequate for present needs and volume of traffic," he praised the people of North Carolina for their understanding of highway problems and their realization that "all needed roads could not be built at the same

time."

In 1948, Graham stated, the Highway Commission is planning to top previous records, "both in total expenditures and in mileage improved." "We are most anxious to afford improved road facilities in many localities where they are badly needed," he said, "and will exert every effort in the building of a bigger, better, safer road system for North Carolina."

MAJOR HIGHWAY EXPENDITURES—1947*

	STATE		FEDERAL	
	FUNDS	MILES	FUNDS	MILES
PRIMARY ROADS	\$5,256,739.60	206.457	\$5,471,300.40	
SECONDARY ROADS	4,740,208.55	393.759	4,933,686.45	
RETREATMENT (STATE)			1,121,900.21	223.387
RETREATMENT (COUNTY)			338,483.39	65.932
COUNTY BETTERMENT			3,733,503.25	416.561
STATE BETTERMENT			468,368.00	38.055
FORCE WORK				743.95-(NEW)
			14,929,183.69	7,510.54-(IMPROVED)
TOTAL	\$9,996,948.15	600.216	\$30,996,425.39	8,998.425

*NOTE: The figures above show only the major highway expenditures for 1947, and do not include smaller sums spent for urban work and for Federal-aid grade-crossing work. The total State mileage figure includes both new construction and roadway improved.

FUTILE ESCAPE

(Continued from page one)

ward Bullock. Tried in the Smithfield city court, he was found guilty of drunkenness and fined \$10 and the costs of the court, which he did not have, so he was sent back to the Smithfield jail.

On the day following his conviction in Smithfield, two of the local police officers were going to Goldsboro, and he persuaded them to take him to his home near Kenansville, so that he could get the money from his wife to pay his fine. As Parker and the two officers drove up in front of Parker's home, Parker's wife and a white man were standing in the yard, and the white man remarked, "Well, I see you've got Hosea," whereupon Parker bolted, only to be tackled and brought to the ground by the policemen, who then returned him to Central Prison.

According to prison records, Parker was serving 46-54 years on eight counts of breaking, entering, larceny and arson from Greene, Lenoir, Duplin and Bertie Counties. Turner, 38-year-old Kannapolis white man, was serving terms of 25-30 years for second degree murder, life for kidnapping and 10

years for highway robbery. He had previously succeeded in escaping from the Yadkin County prison camp on December 8, 1944, but was recaptured on March 6, 1945. The offenses for which he received sentences of 10 years and life were committed during the time while he was at large after his first break.

PRICE TRENDS

(Continued from page one)

high as they are going.

The coal shortage which was most critical a few weeks ago has improved considerably. While there is not an abundant supply, the immediate needs are being met and reduction of exports is counted on to ease the situation further.

Oil and gasoline already scarce—and getting scarcer—are to be rationed, in part, by higher prices. A rise in crude oil is resulting in a rise per gallon on retail fuel oil and gasoline. At higher prices some motorists will cut down their driving, some home owners will use less oil.

The trouble is that storage tanks have not been expanded to keep up demand. A cold snap brings a sudden jump in demand, pulls stocks below normal. Then the transporta-

tion shortage slows down movement of additional oil from producing areas. Local shortages that result will occur for at least another year, officials say. Producers will ration dealers and dealers will ration consumers until transportation facilities are more adequate.

The steel shortage is the cause of nearly all other shortages. In 1948 production is expected to rise, but even if production is up to the highest estimates, there will not be enough steel for all demands.

The outlook for shortages in 1948 depends mainly on steel supply. The next few months may show how well industry can control a shortage in a material subject to so many different demands.

LIST OF

(Continued from page one)

former Chairman D. B. McCrary of Asheboro, the award in January, 1946 was presented to J. W. Upton of Fayetteville and in January, 1947 to Cecil L. Stearns of Raleigh. The employee selected from the group of nominees this year will be the third recipient of the award.

Winner of the 1948 McCrary Award will be presented with a certificate of the honor, and his

Guilford Road Work Reviewed By Paper For Recent Edition

Greensboro—In a story by Colvin T. Leonard which appeared in the December 7 issue of The Greensboro Daily News, 1947 improvements and additions to Guilford county roads are summarized and highway projects now in progress in this area are given mention.

'Men at work' signs are again familiar sights to motorists in Guilford and the State's other 99 counties," Leonard says, "as highway and road work, restricted during the war to strictly essential requirements, swing back into prewar tempo and proportion. High prices and shortages continue to hamper the State Highway and Public Works Commission in the scope of its program but a lot has been done despite these handicaps. Important projects are underway and still others are proposed for the early future."

"Guilford county," Leonard continues, "is figuring prominently in the Highway Commission's postwar program as a key spot in the State's network of road arteries. It is difficult to give an exact dollars and cents measurement of the work in Guilford since the expenditure picture is constantly changing as major projects progress. Nevertheless, official statistics give a good indication of what is involved."

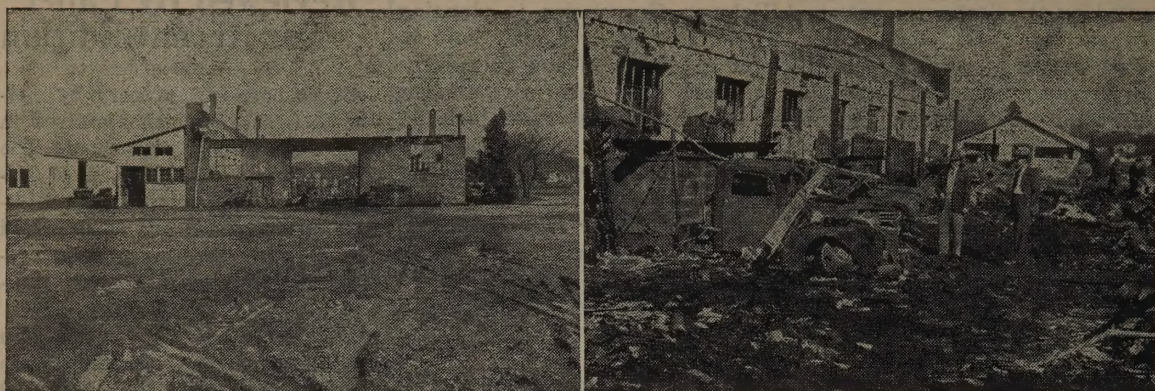
"Figures obtained from the office of T. A. Burton, Fifth Division Engineer for the State Highway and Public Works Commission, show that over \$700,000 was actually spent on roads and highways in Guilford county during the 10 months ended October 31."

Reviewing some of the major projects now in progress in the Guilford area, Leonard concludes his story by stating: "Highway engineers are up against the problem of getting as much as possible with the diminishing purchasing power of the dollar. The Division Engineer drove this point home when he estimated that bridge and other structure cost is up about 100 per cent over prewar levels and other costs run from 60 to 80 per cent more."

name will be engraved upon the bronze McCrary Award Plaque which hangs in the Commission room in Raleigh. As now planned, the award will be presented each year through 1954.

The average weight of an elephant's tusk is about 55 lbs. although some exceed 100 lbs.

SCENES OF FAYETTEVILLE FIRE



Shown above are two scenes of the wreckage of the Fayetteville Division Shop after the disastrous fire of December 15, which caused damage estimated at \$200,000.00. At present the highway mechanics in the Third Division are using the facilities of smaller shops located in the division. Present plans call for construction of another shop at Fayetteville, and a contract for the job is expected to be let in the near future. (Photos by W. K. Mingis, Prison Bureau of Identification.)

Career Of Escapee Ends January 1st In Atlanta Prison

Raleigh—North Carolina prison officials, in receipt of a letter from Federal Penitentiary authorities in Atlanta, have written "finis" to the career of James A. Stephenson, 22, youngest of three prisoners who escaped from the tubercular ward at North Carolina Sanatorium on October 29.

In company with Ballard Martin, 23, and Odell Holder, 32, Stephenson had been one of the participants in a frantic flight which began in a truck stolen at the Sanatorium and ended when the three men were brought to trial before a Federal Judge in Asheville on a kidnapping charge.

On the last leg of their journey, the three men had forced C. W. Crum, Asheville filling station operator, to take his automobile and drive them over the Georgia state line. Brought to trial on November 10 before Judge E. Yates Webb, each of the three men was found guilty and given a 20-year sentence for kidnapping. Of the three, Holder had given himself up first, because his tubercular condition had become worse. Stephenson was the second man to be captured, and Martin was picked up last.

According to a letter received recently by the Prison Department, Stephenson died on New Year's Day in the Federal Penitentiary in Atlanta. Had he completed his sentence he would have been released from prison on April 14, 1961, along with the other two men convicted with him.

Prior to the report of Stephenson's death, prison officials had heard that another of the men was dead, but have received no confirmation of the story to date.

1947 Prison Record Shows Escapes Less Than Total Captures

Raleigh—Following a trend set during the closing months of 1947, escapes from North Carolina's penal institutions during December totaled 16, according to Penal Director Clyde O. Robinson, who revealed that escapes for the entire year came to 278, with total recaptures standing at 303, or 25 more than the number of escapes during the year.

Commenting on the increased number of recaptures, Robinson expressed satisfaction that the number of escaped prisoners at large was being reduced, but noted that trends of escapes and recaptures were irregular, and that the record set in 1947 might not be equalled in 1948, although prison officials will attempt to better it.

During 1947, the lowest number of prison escapes for a single month during the past five years was recorded in March, when ten prisoners escaped and 24 former escapes were recaptured. The record for August was the worst during the year, with 40 prisoners escaping that month, and 31 recaptured.

Escape Ratings

Three Stars (No Escapes)

Central Prison and all others with the exception of the following.

Two Stars (One Escape)

Warren 115, Yancey 1014, Caldwell 803, Guilford 505, Brunswick 302, Durham 503, Pitt 210, Scotland 610, New Hanover 306, Columbus 303.

One Star (Two Escapes)

Stokes 806, Richmond 706, Stanley 708.

Survey Of Parking Reveals Pattern Of Charlotte's Traffic

Charlotte—Facts ascertained in the parking survey conducted here late in 1947 by the State Highway and Public Works Commission, now in process of compilation, are beginning to show a definite parking picture here, according to officials of the Highway Commission's Department of Statistics and Planning.

From the standpoint of volume, the results of the parking survey show that approximately 181,000 vehicles of all types enter or leave the main business district of the city in the course of 24 hours. Between 8 a.m. and 6 p.m., the hours during which the most business activity exists, approximately 124,000 vehicles enter or leave the area.

Peak traffic hour, workers for the survey found, comes each day between 5 p.m. and 6 p.m., when approximately 9,040 vehicles cross the outer lines of the business district. Between 11 a.m. and noon, the workers found, the greatest demand for parking spaces exists, with more than 7,000 vehicles parked at this time throughout the city.

Of the total amount of traffic in Charlotte, approximately 80 per cent of the vehicles are passenger cars, and 20 per cent are trucks. Major purposes of parking here, as revealed in the survey are: to transact business, 35 per cent; to go to place of regular work, 23 per cent; and to shop, 21 per cent.

First of its kind to be conducted in the State, the parking survey here has not yet revealed the answers to all of the city's parking problems, but officials are finding many of the facts ascertained valuable for future planning purposes.

Commission Meeting In December Brings Decision On Bidder

Raleigh—Factors entering into the classification of a contractor as a "responsible bidder" claimed the chief attention of the members of the State Highway and Public Works Commission at their meeting on December 18, as the result of a misunderstanding over contract specifications between the Commission and an Asheville contracting firm.

After hearing Attorney Charles Ross, representing the Carolina Road Builders Association, the members of the Commission voted unanimously to accept no further bids on road projects from Contractor W. H. Anderson of Asheville or from companies representing him.

An exchange of letters between Anderson and Chief Highway Engineer W. Vance Baise, Chairman A. H. Graham informed the Commission members, had resulted in defiance by the Asheville firm of the Commission's authority to enforce certain specifications for the specific gravity of stone being used by the Asheville firm on a road job. The Asheville contracting firm had been invited to send representatives to Raleigh to show cause for their action, Graham pointed out, but none had appeared. In the absence of representatives, the Commission voted to consider the company "not a responsible bidder" on future road contracts.

After hearing the report of Chief Highway Engineer W. Vance Baise, the members of the Commission voted to recommend the addition of 113.58 miles of roadway to the county road system. Nine of 11 projects included in the December 16 letting were given approval, subject to action of the Public Roads Administration, and two projects were ordered held open for further consideration.

Looking back over the meetings of the Highway Commission held in 1947, Chairman Graham termed the record of attendance of the Commission members "outstanding," and stated that every member had "the interests of the Commission at heart and put that first."

Date for the next letting was tentatively set for January 27, which was later changed to January 29, and the date of the next Commission meeting was set for February 4.

The polar bear is such a good swimmer that they have been seen over 200 miles from land in the open ocean.